

URGE NECESSITY OF OPENING PEARL HARBOR TO COMMERCE

Business Men Unanimous in Endorsing Project and Urging Necessity for Haste.

The meeting of the business men of the city called by Admiral Very to take up the Pearl Harbor improvements was largely attended and resulted in the accompanying resolutions which were passed by a rising vote of those present.

Those present at the meeting were unanimous in the idea that the Pearl Harbor improvements would be not only a great benefit in the matter of military and naval strategy but also from a commercial standpoint. There was not an adverse expression of opinion during the session, which lasted for two hours and a half.

One of the most interesting statements made during the meeting was that of Admiral Very, who, in speaking of the coming of the fleet to this city, stated that there was no chance that maneuvers would take place here as there were no drydocks, and, in case an accident should occur, there would be no way in which a vessel might be repaired here.

The meeting was opened by Admiral Very, who read a letter which reached him about two weeks ago from Captain William J. Barnett, a member of the General Naval Board, in which it was stated that it seemed almost impossible to make the needed improvements at Pearl Harbor for naval use alone and that if the business bodies of the Territory should show that there was a commercial use for the harbor it would assist greatly in helping appropriations for the harbor through Congress. He also stated that he understood from Captain Niblack that there was a great deal of sugar which could be shipped from Pearl Harbor and that a line of steamers was willing to run its vessels there as soon as it was possible.

"This fact comes to me as a delightful surprise," said Admiral Very. "I have had discouraging replies from both official and unofficial letters which I have written to Washington since I have been here for the last thirteen months. I have been in favor of the improvement of Pearl Harbor ever since my first visit here. It was first brought up by Admiral Wilkes, on his visit to these islands 67 years ago. From that time the only thing that has been done has been the cutting of a little hole in the reef and the buying of a little land by the Government."

"The difficulty at present comes in taking a large ship through the long tortuous channel which we have at present. All ships require a radius in which to turn and the amount of distance which it takes a ship to turn in shows her turning qualities. A large vessel, such as a battleship, could hardly make the entrance to Pearl Harbor at present, no matter how deep the channel, with the sharp turns which are now in the channel."

THE TRUTH ALWAYS.

"When you are in doubt tell the truth." It was an experienced old diplomat who said this to a beginner in the work. It may pass in some things, but not in business. Fraud and deception are often profitable so long as concealed; yet detection is certain sooner or later; then comes the smash-up and the punishment. The best and safest way is to tell the truth all the time. Thus you make friends that stick by you, and a reputation that is always worth twenty shillings to the pound everywhere your goods are offered for sale. We are able modestly to affirm, that it is on this basis that the world-wide popularity of WAMPOLE'S PREPARATION rests. The people have discovered that this medicine is exactly what it is said to be, and that it does what we have always declared it will do. Its nature also has been frankly made known. It is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. A combination of supreme excellence and medicinal merit. Nothing has been so successful in Anemia, Scrofula, Bronchitis, Influenza, Loss of Flesh and Wasting Diseases, Weakness and Low Nervous Tone, and all complaints caused by Impure Blood. Dr. Austin D. Irvine, of Canada, says: "I have used it in cases where cod liver oil was indicated but could not be taken by the patient, and the results following were very gratifying." It cannot deceive or disappoint you, is effective from the first dose and comes to the rescue of those who have received no benefit from any other treatment. It represents the dawn of progress. Sold by all chemists everywhere.

Harbor at present, no matter how deep the channel, with the sharp turns which are now in the channel."

"There are a number of curves in which the distance is from 500 to 750 feet. I have recommended that the curve radius be 2000 feet and believe that it is none too much. In fact 3000 feet would be better. In order to cut off these curves an examination of the bottom must be made first, to ascertain whether it is hard or soft coral or sand. The army engineers cannot take the initiative. They must wait till Congress tells them to go ahead. Every Congressman with whom I have talked in the last few months has been in favor of giving us an appropriation with which to start the work. I believe that about \$15,000 will be needed for the preliminary survey and in order to remove the curves a rough estimate places the amount of material to be moved at 1,700,000 cubic yards. It costs about twenty-five cents per yard for moving the soft coral, so it would cost, if only this material is found, about \$425,000 to complete this work. If hard coral is encountered it would mean that the expenditure would be greater."

"The channel must be deepened to 35 or 36 feet and must be made at least double its present width, so that two vessels may pass each other. Now, gentlemen, it is a hopeless case for the Navy to attempt to have these improvements made from the standpoint of our department alone. If it is shown to Congress that it is a commercial as well as a military necessity there is a great deal of hope for action in the very near future."

"Dry docks are needed here. I have noticed in various local papers the idea that a drydock should be built in Honolulu harbor. That hurts us. I do not believe that a private concern would take up the matter of a drydock on this island without Government aid and the United States would never place a drydock in a harbor like this where it would be unprotected from attack by the enemy."

"There is another question to be considered. For a suitable drydock here it will take more land than is available. Even without shops a modern drydock would take about five acres of land. Where are you going to get this in Honolulu harbor? The plant which the Government has estimated on at Pearl Harbor will include two large drydocks and four small ones. The two first for battleships and for ships like the Manchuria and the Mongolia. The smaller ones would be for the smaller naval boats and for the merchant vessels. At least thirty acres of land will be needed."

"For drydocks the location at Pearl Harbor is superb. The dock would be protected by two miles of channel and a mile of reef from attack by the enemy and no more could be asked. The land and the harbor space are available. There is everything that is needed."

"Now I want to call your attention to one thing. That is the necessity for persistent efforts to pull together. Unless the business men of Honolulu do this there can be nothing whatever done towards what should be the most magnificent naval station in the world."

In closing Admiral Very stated that he would be glad to see a chairman elected for the meeting and after that he would be very much pleased to answer any questions which those present chose to ask. On motion, ex-Governor Carter was made chairman of the meeting. In getting a seat for the chairman, Admiral Very placed a long stick of bamboo, which he had been using to point out various locations on maps which were on the walls, on the table at the ex-governor's right, which caused a smile and a murmur "big stick" to circulate through the meeting.

Secretary Mott-Smith then read the following letters from gentlemen who were unable to be present at the meeting:

The Bank of Hawaii, Ltd.
Capital, \$600,000.00.

Honolulu, T. H., Aug. 22, 1907.
E. A. Mott-Smith, Esq., Secretary of Hawaii.

Dear Sir:—Yours of this day, inviting me to be present at the office of Admiral Very at 2 p. m. tomorrow, has been received, and I regret my inability to attend the meeting. I consider the opening and development of Pearl Harbor and the building there of a naval station and other work, of very great importance not only to the commercial interests of Honolulu, but also to the plantations and farming interests of the whole island of Oahu and indirectly to all the Territory of Hawaii. I would advocate that Pearl Harbor developments be commenced at as early date as possible, so that these advantages may come soon.

In this connection, I would mention that if the west side of the Harbor could be dredged so that it could be made available for freight steamers by having several of the projections under water removed sugar and other materials could be shipped direct to the Coast so that quite a saving would be made by way of Honolulu charges as paid at present time.

Whereas, Honolulu Harbor is of insufficient size to accommodate present commercial, military and naval interests and cannot be enlarged to meet the demands of the near future, and

Whereas, There is a pressing need for drydock facilities which cannot be located at Honolulu for lack of space and because of exposure to attack, and

Whereas, The opening of Pearl Harbor, besides providing adequate facilities for military, naval and general commercial purposes will afford direct shipment for large and increasing amounts of freight from the Central and West portions of the Island of Oahu;

Therefore Be It Resolved By the citizens and business men of this City assembled at this meeting, that the deepening, widening and straightening of the Pearl Harbor Channel is an important and imperative necessity to the commercial interests both of this Territory and of the mainland; and

Whereas, The work necessary to accomplish this result will require much time;

Resolved Further, That we emphasize the necessity for prompt inception and effective protection of the work;

Resolved Further, That we urge the commercial bodies of this City to take action forthwith in furtherance of this project.

Again expressing my regrets of not being able to attend the meeting, I remain

Yours sincerely,
(Signed) CHAS. M. COOKE.

Castle & Cooke, Limited.

Honolulu, Hawaii, August 22, 1907.
Hon. E. A. Mott-Smith, Secretary of Hawaii, Honolulu, T. H.

Dear Sir:—I now own receipt of your invitation to attend a meeting at Admiral Very's office, on Friday, August 23rd, at 2 o'clock p. m., for the purpose of discussing the commercial advantages to be gained from the opening and developing of Pearl Harbor and the building there of a Naval Station and other Federal works.

This is a question of great importance and the advantages which would ensue from a commercial point of view from the opening of this harbor, are very great, in my opinion, and I should like very much to be able to attend this meeting, but it will be impossible for me to do so, as I have already made arrangements to be out of town on that day.

The opening of Pearl Harbor would unquestionably result in the saving of a great many thousands of dollars a year to the sugar plantations located thereon, and if I can do anything to hasten the accomplishment of this much to be desired result, I will be glad to assist in any way in my power.

Very truly yours,
E. D. TENNEY.

Honolulu, Hawaii, Aug. 23, 1907.
Admiral Samuel W. Very, Honolulu, Hawaii.

Dear Admiral:—I received, through Mr. Mott-Smith, an invitation from you to attend your meeting to discuss the commercial importance of Pearl Harbor. I regret that my Court duties will prevent me from attending. The subject is of great importance to the interests of the Territory and I am particularly impressed from the salvage cases that have been in my Court during the past year affecting vessels of almost the largest size in the Pacific, as being of great significance in regard to the importance to commerce of an adequate drydock at Pearl Harbor. Such a drydock would not only benefit the navy, but would be of particular convenience to the American merchant marine and would also be of benefit to foreign vessels and promote their use of the ports of this island as places of recourse for repairs.

Respectfully,
SANFORD B. DOLE.

In addressing the meeting Chairman Carter said:

CHAIRMAN CARTER'S ADDRESS.

"I knew nothing of this meeting till yesterday but it is a subject in which I am greatly interested. When the great increase in shipments to this city came shortly after annexation it caught the business community here unawares. We do not want anything of this kind to occur again. It is hard to set any date on which more slips will be needed here but I am sure that the time will come, and in the near future, when the harbor facilities here will be entirely inadequate. Commerce will come here from Tehuantepec and from the Panama canal in such quantities that it will be impossible to handle it with the limited wharf facilities which we have here. Nature has provided us with Pearl Harbor for this overflow and I believe that we should not wait and be caught by the rush of shipping which must come but should go ahead with the improvements as soon as possible."

"Already the different departments of the Federal Government are trying to obtain the old Quarantine wharf, which was built by the merchants of the city at a time when more shipping facilities were absolutely necessary and afterward bought by the Government. The Lighthouse department wants it for the lighthouse tender and it is surely needed for this purpose, but it will simply take away one more of the docks for which we have ample use for merchant vessels. I do not believe that there can ever be a satisfactory allotment of wharves in this harbor because it is too small. Either the commercial interests must give up more and more of the naval wharves must be moved to Pearl Harbor, which will give all the room which we need."

DISCUSSION ENDS.

W. Pfothner, of H. Hackfeld & Co., Ltd., was called on and stated that from Oahu plantation there were about 36,000 tons of freight which could be shipped from Pearl Harbor to great advantage.

W. G. Irwin, speaking for Honolulu plantation, stated that there was about 30,000 tons which would come from that source and that he felt sure that there would be a great saving if Pearl Harbor could be opened to commerce.

L. G. Kellogg, when called on, said:

"There is no produce raised on this part of the island but it all comes from the general section of which Pearl Harbor is the center and must travel ten or fifteen miles further to reach this city for shipment. This year there was in the neighborhood of 20,000 tons of freight sent to and from Wahiawa and this will be doubled next year and probably doubled again the year after. The saving in freight, if this could be sent by Pearl Harbor, would be very great. I expect to see all the land between Pearl Harbor and Wahiawa used within the next generation, either by small producers or possibly by corporations, which will mean an enormous amount more of freight. If the proposed improvements are made at Pearl Harbor and it is opened for commerce it will make my pineapple ranch at Wahiawa worth from ten to fifteen per cent. more than it is at present."

J. M. Dowsett stated that there would be from 5000 to 6000 tons of freight from the Waianae plantation available for Pearl Harbor shipping. He asked Admiral Very if it was not possible that the navy would rather keep the channel tortuous in order that the vessels of the enemy might not get in easily.

In reply to this Admiral Very said: STRAIGHT CHANNEL WANTED.

"I have never heard of this theory till about an hour ago, when it was spoken of by a gentleman in somewhat similar terms to those used by Mr. Dowsett. The facts of the matter are as follows: In case one of our ships is disabled in a fight at sea, we will wish to get her inside the harbor to the hospital, that is the dry docks, as quickly as possible. Of course we could, with tugs and with cables to points on shore, with backing and hauling, take her through a crooked channel, but that is not what we want. While this was being done, the ship might sink and block the entire channel."

"We want a channel through which we can take a disabled ship with the greatest speed possible and place her in a dock for repairs. In this connection I want to speak of the rumors which we have had here that the fleet from the Atlantic and Asiatic squadrons was coming here for maneuvers. This was to a certain degree a natural supposition on account of the fact that this port is half way between the Pacific Coast and the Orient."

"AS A MATTER OF FACT NO PRUDENT COMMANDER-IN-CHIEF WOULD HOLD MANEUVERS HERE, WHERE THERE IS NO DRY DOCK."

In maneuvers, where so many ships are concerned there is always likely to be an accident. Suppose one of our large vessels should be disabled of this harbor, what could be done? There is no dock here. She might sink before she could be taken halfway across the Pacific."

B. F. Dillingham, the next called on, said: "I have looked forward for a long time to the opening of Pearl Harbor. I believe that it would be a great move in the interests of Oahu and of the entire Territory. If opened for naval purposes it would be a great thing for the country, but if also opened for commerce it would mean that there would be a saving on each ton of freight from that section."

"If the improvements planned should be carried out it would mean that it would bring a large population to that section which would be worth far more to the railroad than the loss which it would suffer from the reductions in freight. I believe that the increase in population is the very best thing which can happen for this Territory. Not taking the small stand of needing freight for the railroad, but the broader one of general good for the island, I am strongly in favor of the improvements and of the bringing in, through this means, the many new settlers who would be sure to come. It would prove of such vast benefit as to be almost beyond belief."

Loud applause followed Dillingham's speech and then Judge H. E. Cooper was called on by Chairman Carter. He said in part:

"The great advantage which will be found in Pearl Harbor for the shipping interests is in the fact that there are twelve miles of deep water close to shore. In this city the expense of building long wharves in order to get to deep water has been excessive but in Pearl Harbor deep water, from thirty-five to sixty feet, may be found at almost any point close to the shore."

Ten years or even eight years ago there was quite a strong sentiment in this city against the opening of Pearl Harbor but this has changed and I do not believe that any of the solid business men of the city are against it at present."

Judge Hartwell made a short speech, telling of the treaty made in Grant's administration which was really con-

THIS YEAR'S TAX QUESTION

The principal tax appeal question to be settled by the Supreme Court this year is whether, under the law, the allowance for depreciation, which corporations and enterprises generally make in their bookkeeping, is to be considered as a loss to be deducted from the taxable amount returned, as a loss incurred in the business. This question has been raised in a number of cases. So far it has been decided only one, the Hawaiian Commercial & Sugar Company's appeal in the Maui tax court. But because it is the principal question to be decided this year, Attorney General Hemenway and Deputy Attorney General Frosser are devoting a good deal of study to it.

These two officials have already prepared briefs in a number of cases appealed from the tax courts to the Supreme Court. The tax court of Oahu County has still several cases undecided. The court is waiting for briefs, and these on behalf of the appealing tax payers, for various reasons, have been delayed. The Attorney General is not called on to file briefs in any of these cases until the appealing tax payers have filed their briefs.

THE DOCTOR AWAY FROM HOME WHEN MOST NEEDED.

People are often very much disappointed to find that their family physician is away from home when they most need his services. Diseases like cramp colic and diarrhoea require prompt treatment, and in many instances prove fatal before medicine can be procured or a physician summoned. The right way is to keep at hand a bottle of Chamberlain's Colic, Cholera and Diarrhoea Remedy. No physician can prescribe a better medicine for these diseases. Sold by all dealers. Benson, Smith & Co., Ltd., agents for Hawaii.

summed in order that the United States might make use of Pearl Harbor for a naval base. He said that even then it was looked forward to as a commercial base as well as being the best place in the islands for a naval station.

J. A. McCandless made one of the strongest, though briefest, talks of the afternoon. He said:

"From the three plantations in the neighborhood of Pearl Harbor 90,000 tons of sugar will be sent out this year. There will be taken in to these plantations in the same time, approximately 60,000 tons of freight, consisting of heavy articles, coal, lumber, machinery and general supplies. On this there would be a saving of at least 75 cents per ton in case the Pearl Harbor could be used, instead of this enormous amount of freight being transferred through Honolulu. That means a saving of \$125,000 per year, the interest on \$2,500,000 at the rate of five per cent. Is not this an item to be considered as a most valuable commercial recommendation for the improvements which have been planned, and which is totally outside of the naval improvements to be made?"

"When the Panama Canal is opened it will mean that the port of Honolulu, through which now practically every steamship line in the Pacific runs, will be unable to take care of the traffic. If the work on Pearl Harbor is started immediately it will mean that it will not be finished till the Panama Canal is ready for the tremendous commerce which it will bring here. It will take that time to erect the needed docks."

"So far as this city goes there need be no fear in regard to loss of business through the opening of Pearl Harbor and the erection of a town at that point. It will merely be another big feeder for Honolulu and will help this city more than anything else could."

"I am glad to hear my friend B. F. Dillingham speak as he has in regard to the Pearl Harbor. He speaks like the broad-minded citizen that he is and not from a narrow standpoint as a railroad man, desiring to get freight. The increase in population will do this city more good than can be imagined."

Judge Frank M. Hatch stated that there was no question in regard to the good which would be done Honolulu by the opening of Pearl Harbor. He said that he hoped to see the channel so enlarged that any type of ship might enter easily. He said that it was really part of Honolulu being so close. The matter of eight or ten miles away would be considered nothing in San Francisco bay or in any other large port, and that with one pocket here and another at Pearl Harbor, both on the south coast of Oahu, the two would be practically joined together so that they were one and the same.

Other short speeches were made by Cecil Brown, E. H. Paris, J. P. Cooke, F. A. Schaefer, John Lane, C. L. Wight and others.

At the close of the meeting a vote of thanks to Admiral Very for his courtesy and the interest which he had taken in a subject of such great importance to Honolulu was passed unanimously and the gentlemen present pressed forward to thank him personally.

Almost every large business house in the city was represented at the meeting and there was not a voice raised against the proposed plans of improvement. President G. W. Smith of the Merchants' Association stated that he expected that the matter would be immediately taken up at the meeting of the commercial bodies of the city and resolutions passed in favor of an immediate start on the work of survey.

Among those present at the meeting, which was held in the marine barracks which were prettily draped with flags, were Cecil Brown, ex-Governor Carter, Governor Frear, Secretary Mott-Smith, W. A. Kinney, W. G. Irwin, E. A. McInerney, C. H. Cooke, B. F. Dillingham, W. F. Dillingham, J. M. Dowsett, F. M. Hatch, L. G. Kellogg, F. L. Waldron, Willard Brown, Chas. Dole, R. H. Trent, F. A. Schaefer, J. G. Pratt, J. A. Kennedy, E. H. Paris, G. W. Smith, C. S. Deskey, R. J. Buchly, W. Pfothner and S. M. Damon.

HALF A CENTURY ON THE OCEAN

That the sun of the windjammer is setting on a long and honorable career is certain. That the day of the sailing vessel as a freight carrier is passing is evidenced by the fact that, with the departure of the bark Amy Turner for the Coast this morning, the harbor is left clear of every sail except the few small local boats.

But few sailing vessels remain in active service, most of them being tied up to docks or anchored in mud flats on the mainland coast. There is no activity in the ship yards in building sailing ships, for there would be little or no work for them if they were built. For years past not a single vessel of the type of the Amy has been built, and it is certain there never will be another one launched. Time was when a large part of the income of the islands, first at Lahaina and Hilo and afterward Honolulu, was derived from the sailing fleet. Wealth rolled into the coffers of the storekeepers with such regularity that they began to consider it a vested right, and without thought of the result encouraged to the limit the establishment of a steamship line. With that came the decapitation of the goose that laid the golden egg, for while the sailing masters laid in most of their supplies for a voyage here, the steamers came with their larders and their ship chests filled to the lid and doors. While a sailer would remain here for weeks, the steamer leaves in a few days. Their meats are brought in cold storage and it is not a sure thing that they do not carry a water supply to last them a round trip. Cheaper rates and quicker service on the part of the steamers has decreased the demand for freight space on the vessels which for years were the mainstay of the sugar industry in these islands.

With the wreck of the Tillie Starbuck off the coast of Chile, news of which reached here yesterday, the sailing fleet is lessened by one. The Tillie has been in the deep water trade for years and has carried many thousands of tons of sugar from Hawaii to the Delaware Breakwater. Captains Wariand and Curtis, the latter formerly master of the Tillie Starbuck, were in the same trade for a time.

And this brings to mind incidents in the life of Captain W. C. Warland of this old-time sailing craft. Fifty-three years ago today he came into this port as a sailor before the mast on the bark Falcon, making her first stop on a voyage around the Horn. He was rather nervous yesterday in talking over the events.

"We docked in front of the old Custom House, at what is now Brewer's wharf," he said, "and the harbor was full of sail, for in those days this was a calling port for whalers in transshipping the oil and bone to vessels going round the Horn to New Bedford. All around, where the business places are now, was free of such structures, and for a distance on King street, in both directions, grass houses occupied the places of the more modern dwellings of today. Kawaiahao church, as I remember, was about the same as it is now, as far as the building itself is concerned."

"One feature of the trip which startled me was the visit of young men and women to the ship before we reached the dock. People of both sexes swam out to her before we entered the channel and came up the side to visit us and when leaving dived from the yard into the water, the women wearing holokus. During that trip King Kamehameha visited the ship, for it was different then—people held the captains of sailing vessels in greater respect than seems to be the case with men of the present generation."

"I was before the mast on the bark Yankee, Captain Jim Smith, in 1856, and was in San Francisco at the time of the vigilantes. Captain Smith took a great interest in the doings there and became a member of the organization and as a young lad I had to be in with the crowd and I marched with the others to the jail when demand was made for Casey and Corey. That was a lurid day. We had a little cannon drawn up in front of the jail and the leaders of the movement rapped on the door and made a demand upon the jailor for the prisoners. This was at first refused but when time was given and a threat made to blow the jail into smithereens the men were surrendered and taken to a room for trial. A few hours later they were hanging from the windows of a building on Sacramento street. Two others, Heatherington and Brace, were hanged on a scaffold on Davis street. When it came time to leave San Francisco we were met by a tug outside the heads and four men put aboard, one of them, the father of a prominent coast federal official, and told that if they ever returned to San Francisco it would be to their death. The father of the man I referred to stayed here for a time but grew weary and finally decided to return, which he did, but on reaching the coast there was a great hubbub and the man was put under arrest but in some way the matter was settled and he escaped punishment."

"In that year, 1856, I was here with the Yankee and on the 19th of June was outside Kawaiahao when Emma Rooke was married to Kamehameha IV. There was a great time then and palm trees and flowers were strewn on the church to the old palace. Everyone seemed happy here in those days and there was a lot of money made in business."

Captain Warland has been in the Amy Turner for nearly fourteen years and with that vessel holds the record for the voyage from China to Baltimore, making the run in 87 days and again in 109 days. Neither run has been beaten. He has made in the same vessel three voyages around the world. The captain has had but one year of shore duty, during which time he supervised the construction of a ship, in the fifty-three years since he began his nautical career. Probably no other master coming into this port has a similar record.